

**UNITED CITY OF YORKVILLE  
PUBLIC WORKS COMMITTEE  
Tuesday, September 16, 2025, 6:00pm  
Yorkville City Hall, East Conference Room #337  
651 Prairie Pointe Drive, Yorkville, IL**

**IN ATTENDANCE:**

**Committee Members**

Chairman Craig Soling  
Alderman Rusty Corneils

Alderman Dan Transier  
Alderman Joe Plocher

**Other City Officials**

City Administrator Bart Olson  
Engineer Brad Sanderson, EEI  
Assistant Public Works Director John Sleezer

Assistant City Administrator Erin Willrett  
Public Works Director Eric Dhuse

**Other Guests:**

Michele Piotrowski, EEI

Mr. Chris Ott, EEI

The meeting was called to order at 6:00pm by Chairman Craig Soling

**Citizen Comments:** None

**Previous Meeting Minutes:** July 15, 2025

The minutes were approved as presented.

**New Business:**

***1. PW 2025-81 Ordinance Amending the Yorkville City Code (Nuisance)***

Mr. Dhuse said this is an update of the ordinance regarding mowing of properties not being mowed by the owners. It has been reviewed by Attorney Orr. Letters to the violator will be sent over a shorter time period after non-compliance, fee structure will be adjusted and it also indicates who can write tickets. The committee approved the update and it will move forward to the City Council regular agenda.

***2. PW 2025-82 Water Audit Update Presentation***

Mr. Sanderson said the water audit report will be needed annually when Lake Michigan water is connected and he introduced Ms. Piotrowski from EEI who presented this report. She said the report shows the progress on the water audit which is required for connection to Lake Michigan water and what can be done to reach the goal of less than 10% water loss. She said it also shows the amount of water taken from the water source compared to the amount being billed and all else is non-revenue water. She noted that in 2024 there is 14.2% of non-revenue water.

When the application for Lake Michigan water was submitted, EEI had to compile a non-revenue water reduction schedule to achieve the 10% or less water loss. The audit form breaks the non-revenue water into 3 categories: unbilled authorized use, apparent losses and real losses. **Unbilled** includes usage in homes and construction uses. She said staff has been meeting regularly as a water loss team and is trying to convert non-billed to billed revenue and meter items previously not tracked such as flushing hydrants, fire department, etc.

**Apparent losses** are paper or economic losses/billing inconsistencies and meter inaccuracies. For apparent losses, the city will implement effluent meter testing, meter replacement, update or replace billing software and review policies of illegal water use. Ms. Piotrowski stressed the need for very accurate data and customer meter replacement. She said the focus moving forward is better data since water main replacement has not necessarily reduced the water losses. She also suggested a third party to examine billing data. She said the final water audit dates prior to connection are October 1, 2026 to September 30, 2027. She stressed the need for compliance by October 1<sup>st</sup> so that a full year of data is available. When meter replacement is finished, it will be all “radio-read”, said Mr. Dhuse. He will bring the second half of that project to the next meeting.

**Real losses** are physical, water main breaks, etc. and are the largest component. As a result, water main replacement has been aggressive. The city will implement GIS tracking of water main breaks and annual leak detection.

EEI met with IDNR this summer and the basic requirement they look for is to have less than 10% loss. DWC commissioning is slated for spring 2028 and water connection will be summer of 2028. Alderman Transier asked if achieving substantially below the 10% will accelerate the process and what is the repercussion if the rate rises to 10% after connection. There is no particular penalty, however, the rates could be raised or a water loss plan would be required.

### ***3. PW 2025-83 Quiet Zone Update Presentation***

Mr. Chris Ott of EEI gave a presentation updating the railroad quiet zones proposal. It was noted that since 2005, train horns are required to sound for a specified time at most railroad crossings. The railroad does allow the opportunity to have quiet zones and two separate zones are being suggested. To have a quiet zone, traffic and accidents are considered along with a risk index. Also, certain physical barriers must be put in place including delineators, non-traverseable medians, one-way streets or quad gates. The barriers must prevent cars from swerving into the other lane to circumvent the gates. Each crossing also requires gates, flashing lights and detection system to help activate gates and lights. Any other crossing within a half mile is also included in the quiet zone. A meeting must also be held with the railroad and a notice of intent is required along with a 60-day calming period. He said the railroads in general do not support quiet zones for safety reasons.

Mr. Ott said the 2 quiet zones are for the BNSF line and Omnitrax/Downtown. Cannonball Trail (in the county), is scheduled to be a quiet zone effective in October. Kennedy Rd. has the correct equipment already, but the pedestrian crossing will need to be re-evaluated. Signage will likely be needed there to indicate quiet zone. Delineators for Kennedy Rd. would be needed at a cost of about \$20,000 and an engineering agreement is also needed with the railroad, at a cost of over \$28,000. Next steps for the BNSF agreement are City Council approval of the BNSF agreement, diagnostic meeting, notice of intent and notice of establishment.

The Omnitrax Line/Downtown Quiet Zone includes the forest preserve and several other crossings. Most of the crossings downtown have no lights, gates or detection systems. Each crossing would need these items and would be a cost of \$700,000 per crossing. It was noted most of the downtown trains move very slowly. Drainage must be completed in the downtown.

Closing some of the crossings is also being researched and traffic counts were done for those crossings. Closures would save money, however, public input is required first. There are federal and railroad funding assistance opportunities. The city did qualify for an 80/20 split for phase 2 and phase 3 construction of an ITEP grant for Hydraulic to be 1-way between Rt. 47 and Mill St. and the city would have to pay 100% of the costs for the first phase. He said the next steps are to investigate interest, a public info meeting, investigate funding/grants and discuss agreements/implementation with the railroad. The project would stretch into 2029 due to the many aspects and requirements. Mr. Ott discussed the costs of doing each crossing at about \$700,009 each. There are several crossings in the Downtown quiet zone area.

Alderman Transier asked where most of the horn complaints originate. Most are from White Oak, Mill Road and Grande Reserve.

The staff recommendation is to move forward with the BNSF agreement at \$30,000 and explore the southern crossings to determine if there is funding. The committee agreed with this recommendation and this matter will be brought back in October for further discussion.

**4. PW 2025-84 East Hydraulic District – ITEP Grant Phase I**

**a. Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (E. Hydraulic Avenue Improvements – Phase I)**

**b. Ordinance Authorizing the Fourth Amendment to the Annual Budget of the United City of Yorkville, for the Fiscal Year Commencing on May 1, 2025 and Ending on April 30, 2026**

Ms. Willrett said a \$3 million grant had been received for the Hydraulic streetscape project. Phase I engineering is not covered by the grant, however Phases 2 and 3 will be a match. The engineering agreement amount is \$263,354 and a budget amendment will be needed. The committee was OK with this.

**5. PW 2025-85 Cannonball Trail Shared Use Path – Feasibility Study Presentation**

Mr. Ott shared the findings of the feasibility study. The scope of the study was construction of a path on Cannonball Trail from Rt. 47 to Rt. 34. There is a partial path from Rt. 34 to Blackberry Shore Lane already. Tree removal, excavation, right-of-way, drainage improvements, striping and restoration would be needed in some areas. Mr. Ott presented 4 options with costs ranging from \$669,000 to \$1,025,000. Mr. Olson said this is just a cost estimate and is not budgeted. There are potential grants, ITEP being one, but that would not be available until next August. Earliest construction would likely be in 2030.

If this project is moved forward, a decision would be needed by September next year in order to apply for grants. Chairman Soling said he would like to have Aldermen Funkhouser and Marek included in future discussions. Alderman Corneils commented the project is a lot of money and only 1 household requested a path. He also suggested looking at grants and seeing how the proposal aligns with the Rt. 47 project. Alderman Transier said there may be more interest when Marker completes their senior community nearby. This will be brought back at the next grant cycle and Aldermen Marek and Funkhouser will be notified.

**6. PW 2025-86 Kane-Kendall Council of Mayors (KKCOM) – Call for Projects**

Mr. Sanderson said the Mayors receive federal funds and distribute them for road projects every 2 years. They are accepting project suggestions for this fall. The only streets eligible are FAU routes. Staff has discussed some possible roads for re-surfacing: Cannonball Trail from 34 to 47, Game Farm Road and sections of Kennedy Road. Roads are scored based on various factors and the suggestions are reviewed by the Mayors. Mr. Sanderson feels these 3 roads will score very well. These projects will not be done until 2029/2030. The committee approved this and it will move forward to the City Council consent agenda.

**7. PW 2025-87 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (2026 Road to Better Roads Program – Design Engineering)**

This is the MFT program for designs for next year, said Mr. Dhuse. The contract cost is \$89,914 with direct expenses of \$6,000 for a total of \$95,914. The committee approved and it will move forward to the consent agenda.

**8. PW 2025-88 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (2026 Local Road Program – Design Engineering)**

This is the larger of the road programs and for roads in subdivisions built in the early 2000's. It includes Raintree, Adrian, Dolph, Fox, Mill and older areas by Circle Center. The engineering fee is \$914,732 for design work which is mostly within the budget and reduced work could bring it within the budget. This also moves to the consent agenda with committee approval.

**9. PW 2025-89 Resolution Approving a Change Order to a Contract to Construct a 1,500,000 Gallon Standpipe and Water Main (South Receiving Station Standpipe – Change Order No. 2)**

This pertains to the standpipe on the southern connection point, said Mr. Sanderson. Staff is looking at ways to reduce costs since the bids were substantially higher than anticipated. For value engineering, he is suggesting to remove the underground work from this project and put it into the Rt. 126 water main work which is an underground contract. The reduction will be about \$158,000+ with a net savings of at least \$90,000. This moves forward to the consent agenda with committee approval.

**10. PW 2025-90 Nexamp - Plat of Dedication and Grant of Easements**

Mr. Sanderson said these 2 Nexamp solar projects are moving forward and the developers have right-of-way to be dedicated along Corneils Road. There are also seeking some easements. They have submitted plats which were reviewed and he recommended the city accept the dedications and grants of easements. The committee approved and it moves forward to the consent agenda.

**11. PW 2025-91 Faxon Road and Beecher Road Reconstruction – Rejection of Bids**

Bids were received in May for reconstruction of these roads, driven by and paid for by the Cyrus 1 project. It was hoped to have this work done by August, however, work has not begun yet since additional right-of way and land acquisition is needed. Mr. Sanderson recommended rejecting the bids since the project is not moving forward yet. He said they will work on getting right of-way in the winter and coordinate with Cyrus 1 on a new schedule. This moves to the consent agenda with committee recommendation.

**12. PW 2025-92 Resolution Pledging Financial Commitment and Support of an Illinois Department of Transportation's Safe Routes to School (SRTS) Grant Application for Yorkville Prairie Meadows Sidewalk Gap Project**

Ms. Willrett said this is a grant program that the city hopes to apply for by October 15th in cooperation with the school district. The resolution is for funding and support and staff is waiting for a letter of support from the schools along with a parent survey. This project will help to complete the gap in Prairie Meadows sidewalk and will be of benefit to Autumn Creek School. The committee approved and moved it forward to the Council consent agenda.

**13. PW 2025-93 Moda Homes – Call of Performance Bonds**

There has been a lack of progress on this project in Bristol Bay, said Mr. Olson. He said vandalism has occurred and no repairs have been made. The city UDO allows the developer 4 years to complete infrastructure with an update required each year. No infrastructure has been done for more than a year and four formal notices have been issued without response. Due to other lack of work, a bond call is being recommended and the city would then take over the infrastructure work. The bonds will be adequate to complete the necessary work. Mr. Ratos is also able to rescind permits for this property. Mr. Olson noted that 1 unit is done, one is partially done and 1 not built at all. This matter will proceed to City Council for consideration by the full Council.

**Old Business:**

**1. PW 2025-62 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (2025 Stormwater Basin Inspections)**

Mr. Olson asked to move this item to next month to allow for further discussion with the Mayor.

**Additional Business:** None

There was no further business and the meeting adjourned at 7:19pm.

Minutes respectfully transcribed by  
Marlys Young, Minute Taker

**Monica Cisija**

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**Subject:** FW: Public Works Committee Comment

**From:** Dave Hubert [REDACTED]  
**Sent:** Sunday, August 17, 2025 12:58:56 PM  
**To:** Jori Behland <[jBehland@yorkville.il.us](mailto:jBehland@yorkville.il.us)>  
**Subject:** Public Works Committee Comment

Per this agenda item-  
PW 2025-70 Water Audit Update Presentation

On pages 21-22, the presentation identifies 'Real losses' as the physical loss of water by water main breaks and other leaks as the cause of 77% of typical non-revenue water. Other causes such as billing errors, hydrant flushing and miscellaneous account for the rest. However, despite replacing over 5 miles of 7 miles of old pipes from 2023-2025 the 'NRW' is still at 14%+ well over the required 10% to connect to the Dupage system. The subsequent commentary suggests that the numbers are not reliable since the amount of water main breaks has been stable and so much of the system has been replaced. If the causes are not 'real' loss, then how is a billing audit review going to identify enough errors to get to the 10% threshold. Please comment on what other 'real' remediation can be used.

regards,  
Dave Hubert

[REDACTED]  
[REDACTED]  
[REDACTED]